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"Circulation Books Open to All."

NEW YORK, THURSDAY, JANUARY 9, 1902.

"Circulation Books Open to All."

PRICE ONE CENT.

MAHER SEES CHANCE TO FIGHT JEFFRIES.

By Defeating Sharkey Irish Champion Believes He
Will Get Ex-Sailor's Place in Champion-
ship Fight.

(Special to The Evening World.)

PHILADELPHIA, Jan. 9.—Peter Maher, the Irish champion, now looms up as a possible opponent for Jim Jeffries in a championship bout. Maher is training hard just now for his fight with Tom Sharkey, which takes place at the Central Athletic Club here a week from to-morrow night.

Maher is particularly anxious to defeat the ex-sailor, feeling that the victory would entitle him to Sharkey's place in the match with the champion next April.

The Irish son of Erin is nettled over Sharkey's statement that he would be a cinch for him. Peter resents this under rating of his pugilistic ability and promises to make it exceedingly warm for the sailor.

MILLIONAIRES MOBBED BY BOYS WITH SNOWBALLS.

East Side Youngsters Open Fire on 200 Silk Hats of Railroad Mag-
nates in Automobile Stages.

Two hundred magnates of the railroad and electrical world had an experience this afternoon that was not on the programme arranged by the Manhattan Railway Company, whose guests they were.

They were mobbed by a hundred east-side schoolboys armed with snowballs. The party was returning in the Fifth avenue auto stages from the new Seventy-fifth street power-house to the special electric train on the Second avenue, just as the boys got out of school.

The power-house is near the East River and the sight of so many silk hats in that neighborhood was too much for the boys to stand.

"Whiz!" went a hard-packed snowball. It struck Edwin Gould in the middle of his back, but he clung to the auto-stage and took it good-naturedly.

"I was a boy myself once," chuckled John Arbuckle, the millionaire sugar refiner, as he sat safely inside.

The one snowball and Mr. Gould's laugh was the signal for the rest of the boys to begin a fusillade. All the clean snow in the neighborhood was used up quickly, and the dirty, muddy slush of the street was the next ammunition.

The air was full of flying snow. At first three or four on the outside of the autos entered into the battle with spirit, throwing back the snowballs as hard and fast as they could. Then the battle got too hot and too one-sided.

With a rallying cry every boy for blocks around ran to the scene. From the river to Second avenue the autos ran the gauntlet of hard-packed snow-

balls. Hats flew off and chauffeurs were urged to hurry. One auto stuck at Seventy-sixth street and First avenue.

John D. Rockefeller Jr. was in it. Not content with firing at the men outside, the gamine opened the door of the auto and hurled big wads of dirty snow inside. Young Mr. Rockefeller's hat and eyeglasses fell. He said nothing, but his facial expression was not one for Fifth avenue.

Not a policeman was in sight. The battle raged all the way to the "L" station, where the train waited, snowballs flying even as H. H. Vreeland, the Goulds, Mr. Rockefeller, Vice-President Skitt and a half dozen bank presidents scurried up the stairways.

The millionaires gave the east-side boys more fun this afternoon than a barrel of monkeys.

"MR. DEL SOL KISSED MAMMA," SAYS LITTLE PEEPING PAUL.

Nine-Year-Old Son of Millionaire Oakes, Suing for Divorce, Tells How
He Looked Through Keyhole and Was Threatened with Whipping.

In the Oakes divorce case to-day the three principals were all on the stand. So was little Paul, the nine-year-old son. The millionaire plaintiff indignantly denied many of the statements made a short time before by his wife under oath. Mrs. Oakes showed the jury how quick she could take off her waist, and Del Sol, the correspondent, gallantly defended the honor of the lady assailed and his own.

Little Paul Sullivan Oakes, who peeped through the keyhole at "Mamma and Mr. Del Sol," told how "Mr. Del Sol kissed Mamma at the pier."

Francis J. Oakes, the troubled husband, was called by Col. Bacon in rebuttal.

Mr. Oakes testified in a heavy, positive voice.

"Did you ask Mr. Del Sol to take care of your wife in Europe?" was asked.

"I told Mr. Del Sol that my wife had been a little negligent in making arrangements, and asked him if he would engage certain apartments for her at the Hotel Cecil. I did not ask him to do anything else for her."

"Did you tell or ask your wife to call on Del Sol when he was sick?"

"Never," thundered Mr. Oakes. On cross-examination Mr. Hummel asked Mr. Oakes if he ever instructed his lawyer, Mr. Erskine, to escort his wife out West with this purpose of getting a divorce from him.

"Ha, ha!" laughed Mr. Oakes harshly. "No, your question is ridiculous. I never did."

Mr. Hummel introduced a letter written by Mr. Oakes introducing Del Sol. "My dear young friend, whom I much esteem," to the Misses Oakes in Paris.

"Yes, I wrote it. I did not know he was a scoundrel then."

Little Paul Testifies.

After a lot of sparring, Mr. Oakes admitted that he asked Del Sol to take his wife to the Arion Ball last winter, and then little Paul Sullivan Oakes, only nine years old and small for his years, was called as a witness.

The little chap said he didn't know what he had been doing when he kissed the Bible, but he said he would tell the truth. So he was then allowed to testify.

Twirling his asp in one hand and pulling at the big red bow at his throat with the other, he told how he "peeked" through the keyhole at the Hotel Cecil and saw Mr. Del Sol, and "Mamma" whipped me for saying I saw Mr. Del Sol. She wanted me to say it was Mr. Clarke.

On another disputed point little Paul said:

"Mr. Del Sol met us at the pier and he kissed my mamma."

Mr. Hummel took the small voiced little boy over the story of how his father "whipped" him—only he said: "I ran to papa first."

The little chap was very pert and pretty, and somehow there grew a feeling that that little chap's testimony had hurt his mother's case more than the testimony of the grown-up witnesses who had preceded him.

The child said his mother had bought a dog, a cat and toys for him, but he "hadn't been very good friends with mamma."

Mr. Hummel labored long and patiently with little Paul, and was finally regarded, for the lad said he was in the habit of going to the pier and kissing his mamma.

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VERY LATEST NEWS IN BRIEFEST FORM.

HELD COURT IN AN AMBULANCE.

Magistrate Olmsted made a new precedent this afternoon by leaving Jefferson Market Court and holding court in an ambulance to commit to Bellevue insane pavilion Lettie Quigley, of No. 549 Broome street.

PARTRIDGE LENIENT, BUT—

As Commissioner Partridge finished with the police trials at 5.30 P. M. he said: "I've been lenient this time, but I am going to stop it. The same old excuses are being made that were made 16 years ago when I had this sort of thing to do."

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Cast Iron 1, Pirates Queen 2, Joe Dougherty.

NICARAGUAN CANAL BILL PASSED BY HOUSE.

WASHINGTON, Jan. 9.—The Nicaraguan Canal bill was passed in the House of Representatives late this afternoon by a vote of 308 to 2.

EIGHT-HOUR DAY UNDER CANTOR.

President Cantor announced to-day that the working time of his offices would be eight hours. He said that the prevailing rate of wages would be paid to all employees.

JURY OUT IN M'GURK MURDER CASE.

The murder trial of aged John McGurk was given to the jury in the Criminal Branch of the Supreme Court this afternoon. McGurk is charged with killing Gustav Saefer July 18.

LINDENTHAL SAVES CITY \$13,400 A YEAR.

Bridge Commissioner Lindenthal has saved the city \$13,400 a year—and incidentally cut off a few heads—by abolishing the deputy, stenographer and clerkship for Bronx, the deputy and clerkship for Queens and the superintendency for Richmond, all unnecessary.

WEBSTER HOTEL PROPRIETRESS CONVICTED.

Katherine Brown, who, it is alleged, was associated with Lizzie Mack in maintaining Webster Hotel, No. 140 East Fifth street, was found guilty and fined \$50 in the Court of Special Sessions this afternoon. Last week Lizzie Mack was found guilty on the same charge and fined \$250. In a raid on the place last fall Police Captain Gannon was found there.

60 MILES AN HOUR ON "L."

First Electric Train on Second Avenue Line
Develops High Speed.

Steam gave way to electricity for a

brief period this afternoon on the Second Avenue Elevated Railroad. A hand-carried train of six cars dashed from the South Ferry to One Hundred and Twenty-ninth street in thirty minutes with six stops on the way. It was a record-breaking trip on the Elevated structure.

All passenger trains were sidetracked between Forty-second and One Hundred and Twenty-ninth streets, and along that stretch the electric cars roared at times at a speed of fifty miles an hour.

The start was made from the South Ferry at two minutes after 2 o'clock, and the train, including six stops, in twenty minutes.

The train drew out of the Forty-second street station at 2.22, and lined up to the One Hundred and Twenty-ninth street station just ten minutes later.

ROOSEVELT'S ODD VEHICLE.

Phaeton Used by President's Father

Repaired and in Use.

OYSTER BAY, L. I., Jan. 9.—President Roosevelt received in Washington to-day a quaint vehicle of the long ago—a phaeton that was used by his father and is sixty years old. It has been fully repaired and repainted by Mr. Burnett, of this village, and is presently being driven about by him.

The phaeton is a "cut under" two-seated affair, and the running gear and springs are so constructed as to make it an easy riding wagon.

CONFER ON SILK FRAUDS.

Gen. Burnett and Wickham Smith

Will Begin Work at Once.

WASHINGTON, Jan. 9.—Gen. H. L. Burnett, United States Attorney at New

York, W. Wickham Smith, attorney for

the Merchants' Association of New York, and S. C. Mead, Secretary of the Association, had a conference with the Attorney-General to-day, and later with the Secretary of the Treasury, in regard to the alleged customs frauds in connection with the importation of Japanese silks at New York.

Mr. Smith will receive his commission from Attorney-General Knox to-day as special assistant United States Attorney at New York to assist Gen. Burnett in the prosecution of any parties believed to be guilty of fraud.

The case will be begun at once.

Returning, a stop was made at Eighth street, where ten Fifth avenue electric stages were in waiting to take the party to the power-houses of the road.

One stretch of ten blocks was covered in thirty seconds, or at the rate of a mile a minute.

Master Mechanic James P. Doyle acted as motorman. All the guards were resplendent in new uniforms. The cars were finely appointed and the train attracted attention all along the route.

Supt. S. D. Smyth was in charge of the trip. Over three hundred guests were aboard the train. Among them were John D. Rockefeller, Jr., H. H. Vreeland, John B. McQuinn, Edwin C. Howard, John A. Skitt, Samuel Sloan, John Arbuckle, Col. Williams and representatives of many railroads.

The trip was a great success, and all the guests were delighted over it. The train moved along comparatively noiselessly and with very little jarring.

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CITY'S LAWYERS TO AID VICTIMS.

Mayor Low Has His Messengers Notify All Sufferers
in the Hospitals to Rely on Him.

Mayor Low has put all the power and influence of the city administration at the disposition of the sufferers from the tunnel wreck.

Acting under the Mayor's instructions, his messenger called up all the hospitals where the injured are now being cared for and asked the superintendents of the institutions to say to all the patients that the services of the Mayor and the Corporation Counsel were at their command in any way possible.

This is taken to mean that the city's law department will assist indirectly at least in any effort on the part of the victims to get justice in the courts for the injuries they have sustained.

The Mayor also authorized the hospital superintendents to draw on him for any comforts which the victims under their care might need.

In order to observe for himself the effect of the steam and smoke upon the signal lights State Railroad Commissioner Baker will make a trip on a special engine through the tunnel to-morrow morning, with his assistant, Inspector Schultz, Assistant District Attorney Garban and Supt. Franklin, of the New York Central, starting from the Grand Central Station at 10 A. M.

WISKAR, A FIREMAN, OCCASIONALLY PUT ON AS AN "EXTRA" ENGINEER.

Man Accused of Causing the Loss of Fifteen Lives Was on His Second
Run Through the Tunnel.

John M. Wiskar, the man who drove the big Mogul engine of the White Plains train into the South Norwalk local in the New York Central tunnel, has been an engineer for only five or six months and was on his second run on that route when he brought death and havoc to the passengers.

Previous to his appointment as an engineer he had been a fireman on a regular run. About six months ago he passed the examination for engineer and was put at once as an "extra" to take the place of men on regular runs who were absent.

At the time of the accident he was acting as engineer in the place of Samuel Pye, who had obtained leave of absence.

When Wiskar is not acting as an engineer he resumes his regular run as fireman between New York and Pawling, in Dutchess County, on the Harlem branch of the road, under Engineer Fitzsimmons.

Railroad Man Nine Years.

Wiskar is forty-two years old. He has been eight or nine years in the employ of the Harlem Branch of the New York Central Railroad. About a year and a half ago he lived in White Plains and

previously to that time he resided in New Jersey. When his run was changed to New York and Pawling he moved to a house in East Forty-fourth street. He remained there two months, and then moved to his present home, No. 86 East One Hundred and Fifty-seventh street.

Previous to becoming a fireman on the Harlem branch Wiskar was an engineer on the West Shore road. That was eight or nine years ago, and when that road was absorbed by the New York Central he was transferred to the Harlem division and put on as a fireman.

(Continued on Second Page.)

CANAL DEBATE IN CONGRESS.

SENTIMENT VEERING TOWARD
NICARAGUA BILL.

Will Be Discussed Hereafter

Under the Five-Minute Rule.

WASHINGTON, Jan. 9.—In anticipation of a vote upon the Nicaragua Canal bill to-day there was a large attendance on the floor when the House met. Under the order made yesterday, the general debate was to close at 2 o'clock, when the bill was to be read for amendment under the five-minute rule. Mr. Adamson (Ga.), the first speaker to-day, urged the passage of the Hepburn bill without amendment.

Mr. Wooten (Texas) also argued that the bill should be passed without amendment. If the Morris amendment were adopted, he said, the canal would become a conditional project surrounded by doubts and difficulties which might doom it to final failure, owing to international political complications.

Mr. Wooten said he did not favor an amendment to fortify the canal. He believed each an amendment savored more of spurious sentiment than sound and salutary sense. He favored a neutral canal.

Mr. Sparkman (Fla.) spoke in favor of the Hepburn bill.

Mr. Cannon (Ill.), Chairman of the Appropriation Committee, then took the floor.

The building of this canal, he said, was a business proposition and should be considered from a business standpoint.

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EMPLOYEES EXAMINED BY JEROME AND BAKER.

District Attorney and State Railroad Commissioner Join in Probing Disaster.

District Attorney Jerome and State Railroad Commissioner Baker began a joint investigation of the tunnel accident this morning.

It had been the intention of Col. Baker to hold his investigation independently of the District Attorney at the Grand Union Hotel, but the latter decided that as exactly the same witnesses were to be heard and the same ends were desired, it would be a waste of time to hold two investigations.

Col. Baker, accompanied by Railroad Inspector Shultz, went to the Criminal Courts Building, where the District Attorney had already begun, and suggested that they go on together. This met with favor from the District Attorney.

Both officials had their own stenographers. Mr. Jerome explained that he would investigate with a view to ascertaining the criminal liability, whereas Col. Baker would look at the facts presented from the viewpoint of railroad management. He thought by reason of this, that better